

# ADVERTISED PLAN

26 May 2026

Australian Venue Co Ltd

Via email: [bgreenhalgh@urbis.com.au](mailto:bgreenhalgh@urbis.com.au)

Attention: Bryn Greenhalgh

## **94-100 Swan Street, Cremorne** Response to Request for Further Information

Dear Bryn,

**onemilegrid** has previously prepared a Transport Impact Assessment and Waste Management Plan for the proposed expansion of the Richmond Club Hotel located at 94-100 Swan Street, Cremorne. A planning application (Application Number PA2604252) was previously submitted and Requests for Further Information (dated 25<sup>th</sup> March 2026 and 25<sup>th</sup> May 2026) were received from the Department of Transport and Planning (DTP).

**onemilegrid** has reviewed the Requests for Further Information (RFI) and provides the following information in response.

### **Bicycle Parking**

The RFI's included the following requests relating to bicycle parking at the site.

*'1. As noted above, the information regarding bicycle parking is inconsistent across the application. It is also noted that the existing venue at 100 Swan Street was required to include some on-site bicycle parking, per the existing planning permit PLN11-0644. The justification for not providing visitor bicycle parking is noted however it is strongly recommended that some employee bicycle parking spaces be provided in a formal capacity. While the TIA states employee bicycles can be stored in back of house areas, there appears to be limited space where this could actually be provided. A designated area for employee bicycle parking should be shown on the plans to confirm this arrangement is achievable.'* (25<sup>th</sup> March 2025)

The project team have considered the above RFI item and in an effort to provide for staff bicycle parking, the plans have been updated to include six (6) bicycle spaces along the eastern boundary of the site within circulation pathway between the back of house areas and Swan Street. With the inclusion of the bicycle spaces, there is still a minimum width of 1.1 metres to allow for passage, noting this area is only used by staff and contractors.

As per **onemilegrid's** Transport Impact Assessment, dated 17<sup>th</sup> February 2026, the development generates a requirement for eight employee bicycle spaces. It is noted that the proposed provision of staff bicycle parking results in a shortfall of two spaces when compared with the Planning Scheme requirements. However, as noted within the TIAR, it is not expected that there will be a high demand for staff bicycle parking noting the nature of the use and accordingly the provision of six (6) spaces and the resultant shortfall is considered acceptable.

This provision represents an improvement not only on existing conditions but also the application plans.

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*'1. Accurately capturing the proposed provision of bicycle parking and any non-compliance with Clause 52.34 (bicycle facilities). While the SMP has now been updated to correctly remove the Transport credit at 1.4 of the BESS report and the application material amended to formally provide 6 bicycle parking spaces on-site, the updated town planning report and Traffic Memo do not address whether the provided bicycle parking complies with the design requirements of Clause 52.34-6 or confirm whether any end of trip facilities are proposed in accordance with Clause 52.34-5. Please update the town planning report to confirm any other variations to Clause 52.34 (in addition to the reduction in the number of bicycle parking spaces) are sought for approval and provide an updated traffic memo that provides an assessment against any further variations to Clause 52.34-5 and 52.34-6.'*  
(25<sup>th</sup> May 2026)

As per the above, it is proposed to provide six (6) bicycle spaces on-site. In light of this, an updated assessment of the bicycle parking space design and provision is undertaken below.

## Bicycle Space Design – Clause 52.34-6

An assessment of the design requirements detailed in Clause 52.34-6 is carried out in Table 1.

**Table 1 Bicycle Design Requirements – Clause 52.34-6**

<b>Requirement</b>	<b>Assessment</b>
Provide a space for a bicycle of minimum dimensions 1.7 m x 0.7 m with a height of 1.2 m	Satisfied – the proposed bicycle spaces are provided with a 1.8 m x 0.7 m envelope with a height clearance in excess of 1.2 m.
Be located to allow a bicycle to be ridden within 30 metres of the bicycle parking space	Satisfied – Swan Street is located at the frontage of the site providing adequate bicycle connection to the site. All bicycle spaces are located less than 30 metres from the site's Swan Street frontage.
Be located to provide convenient access from surrounding bicycle routes and main building entrances	Satisfied – The bicycle parking area can be accessed directly from the site's Swan Street frontage.
Not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure	Satisfied – With a bicycle envelope width of 0.7 m there is approximately one metre of accessway remaining for circulation, in line with existing doorway widths along the accessway.
Not cause a hazard	Satisfied – It is not expected that the bicycle spaces will cause a hazard.
Be adequately lit during periods of use	Satisfied – Existing lighting will ensure the bicycle parking area is adequately lit during use.

## Bicycle Space Provision – Clause 52.34-5

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme, which specifies the following requirements for the different components of the proposed development.

It should be noted that the bicycle parking requirements have only been applied to the proposed expansion area. The expansion area is equal to 409 m<sup>2</sup> and is calculated by subtracting the existing patron floor area from the proposed patron floor area as detailed in **onemilegrid's** Transport Impact Assessment dated 17<sup>th</sup> February 2026.

The site has been assessed under the 'hotel' use. It is noted that the Planning Scheme rates for hotel developments are based on 'floor area available to the public' and is also split into 'bar' and 'lounge' areas. It is proposed to provide 122 m<sup>2</sup> of bar area with the rest of the proposed expansion representing lounge area.

**Table 2 Clause 52.34 – Bicycle Parking Requirements**

Component	Area	Requirement	Total
Hotel (Bar) – Employee Requirement	122 m <sup>2</sup> of bar area available to the public	1 space per 25 m <sup>2</sup> of bar floor area available to the public	5
	287 m <sup>2</sup> of lounge area available to the public	1 space to each 100 m <sup>2</sup> of lounge floor area available to the public	3
<b>Sub-Total (Employee)</b>			<b>8</b>
Hotel (Bar) – Visitor Requirement	122 m <sup>2</sup> of bar area available to the public	1 space per 25 m <sup>2</sup> of bar floor area available to the public	5
	287 m <sup>2</sup> of lounge area available to the public	plus 1 space to each 100 m <sup>2</sup> of lounge floor area available to the public	3
<b>Sub-Total (Visitor)</b>			<b>8</b>
<b>Total</b>			<b>16</b>

As per the first RFI received on 25<sup>th</sup> March 2025, DTP has acknowledged that it is not necessary to provide visitor bicycle parking on-site given the nature of the land use. Consequently, only the staff requirement will be considered.

The proposed bicycle parking supply of six (6) spaces results in a shortfall of two (2) spaces when compared to the Planning Scheme requirements. As discussed above, the shortfall of two (2) spaces is deemed acceptable due to the nature of the use and the expectation of low staff bicycle parking demand as per existing conditions at the site.

Furthermore, where 5 or more employee bicycle spaces are required, employee facilities are required in accordance with Clause 52.34 of the Yarra Planning Scheme, as identified in Table 3 below.

**Table 3 Clause 52.34 – Bicycle Facility Requirements**

Facility	Employee Bicycle Spaces	Requirement	Total
Showers	6 spaces	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	1

*Showers must have access to a communal change room, or combined shower and change room*

As per the above, the proposal generates a requirement for one (1) shower. It is not proposed to provide a shower for staff to utilise as an end-of-trip facility. However, six (6) bathrooms, three (3) male and three (3) female, are to be provided at the site and are considered to provide sufficient end-of-trip facilities for staff.

## Waste/Loading Activities

### General

The RFI included the following request relating to waste/loading activities at the site.

*'2. It is noted that during the pre-application process, Yarra City Council raised concerns with the ongoing use of the Cubitt Street laneway for waste collection and loading requirements for the expanded venue and recommended a dedicated on-site loading facility to be provided. Considering the venue's existing waste and loading arrangements and lack of through access required to other properties via this laneway, a dedicated on-site loading facility does not appear necessary in this instance, provided the waste and loading arrangements can be appropriately managed to minimise impacts to the safety and movement of pedestrians, vehicles and trams along Swan Street.*

*The information provided with the application in the Town Planning Report/TIA/WMP does not provide sufficient details on the degree of intensification of waste/loading activities in the laneway posed by the expanded venue compared to the existing conditions of all four properties, the frequency/type of vehicles proposed for deliveries in the laneway or the details of 90 Swan Street's use of the laneway for waste collection and loading to understand the cumulative waste and loading demands serviced by the laneway. It is recommended that further information regarding these matters be provided in order to inform assessment and conditions for any planning permit issued, which may include a Loading management Plan or similar requirement.'* (25<sup>th</sup> March 2025)

### Overview

In order to respond to the above, **onemilegrid** have undertaken a detailed review of the existing waste and loading arrangements across the site and compared that to the projected future waste and loading arrangements. This is particularly relevant noting the consolidated Richmond Club Hotel will occupy three (3) additional tenancies that previously operated with individual waste and loading activities. Therefore, the consolidated Richmond Club Hotel will have the opportunity to provide for a more efficient waste and loading strategy.

### Existing Waste Collection Activity

The occupants and land uses for the four (4) subject buildings are as follows:

**Table 4 94-100 Swan Street Existing Land Use**

Property	Venue
94 Swan Street	Bar 9T4 (bar/lounge)
96 Swan Street	The GBar (sports bar)
98 Swan Street	The Wrap Shack (food & drink premises)
100 Swan Street	Richmond Club Hotel (bar/pub)

It is understood that 94, 96 and 98 Swan Street are currently vacant however were operating within the last 12 months.

As per **onemilegrid's** Waste Management Plan the following bins and collection frequency are provided for the existing Richmond Club Hotel operation.

**Table 5 Existing Waste Generation - Richmond Club Hotel**

<i>Stream</i>	<i>Bin Provision</i>	<i>No. of Collections per Week</i>
Garbage	3 x 1,100 L bins	5
Recycling	3 x 1,100 L bins	5

As the venues at 94-98 Swan Street are no longer operational **onemilegrid** were unable to verify the existing number of bins and collections per week at these locations. It is estimated that as a minimum each venue located at 94-98 Swan Street would have two collections per week for each waste stream (garbage and recycling). It is noted that this is conservative noting the type of businesses that operated from the sites and furthermore, the limited on-site waste storage areas.

Based on this, it is estimated that the existing tenancies generated the following number of bins and collections.

**Table 6 Existing Waste Collection (94 – 100 Swan Street)**

<i>Property</i>	<i>Stream</i>	<i>No. of Collections per Week</i>
94 Swan Street (Bar 9T4)	Garbage	2
	Recycling	2
96 Swan Street (The GBar)	Garbage	2
	Recycling	2
98 Swan Street (The Wrap Shack)	Garbage	2
	Recycling	2
100 Swan Street (Richmond Club Hotel)	Garbage	5
	Recycling	5
<b>Total</b>		<b>22</b>

As per Table 6, it is estimated that there would have historically been 22 waste collections across the four venues located at 94 – 100 Swan Street for garbage and recycling. We are not aware of any glass or organics collections for these tenancies.

## Proposed Waste Collection Activity

The waste and loading activities across the four properties located at 94 – 100 Swan Street will be consolidated due to the proposal.

As per **onemilegrid's** Waste Management Plan, the following waste collections are expected post expansion.

**Table 7 Post Expansion Waste Collection**

<i>Stream</i>	<i>No. of Collections per Week</i>
Garbage	7
Organics	7
Recycling	7
Glass	7
<b>Total</b>	<b>28</b>

As can be seen in Table 7, post-development there will be a total of 28 waste collections per week. Therefore, post-development there will be an increase of six waste collections per week when compared to existing conditions.

It should be noted that the primary reason the number of waste collections has increased is due to the introduction of separate collection of organics and glass waste streams.

If only garbage and recycling streams were collected from the proposed development, as per existing conditions, there would only be 14 waste collections per week across the consolidated site. This would represent a decrease of eight waste collections per week when compared to existing conditions due to a consolidation of waste storage and collection.

**onemilegrid** consider a slight increase in waste collection activity at 94-100 Swan Street in order to facilitate improved recycling and waste disposal activity as a positive outcome. Additionally, it would be in conflict with Council's policies and objectives to penalise a development for improving the sustainability of a site by including glass and organics collections.

Considering the above, the slight increase in waste collection activity is considered acceptable.

## Other Loading Activities

Given that 94-98 Swan Street are no longer operational it is not possible for **onemilegrid** to determine the specific existing loading activity across the subject site. Therefore, it is difficult to form an accurate comparison of existing vs future loading activity.

Although, as discussed above, the proposal will result in a consolidation of all commercial activity at the site with four separate venues becoming one entity. As discussed above, the proposal resulted in a reduction of waste collections per week not considering the organic and glass collections.

Similarly to waste production, it is expected that the proposal will result in a consolidation of loading activity at the 94-100 Swan Street. Instead of four venues, only one venue will be ordering food, drinks, cleaning and kitchen supplies. For instance, instead of four venues ordering food and drink supplies (4 deliveries), one to two daily deliveries will be required for the consolidated development.

Consequently, it is expected that loading activity at 94-100 Swan Street will be consolidated and therefore reduced post development.

The above assessment indicates that there is limited need for a Loading Management Plan as it is expected that loading activities are expected to decrease / not materially increase. Nevertheless, the operator will manage loading through standard operational measures.

It is noted that Council has enquired about 90 Swan Street's use of the Cubitt Street Laneway. 90 Swan Street is outside the scope of the proposal and will continue to operate as per existing conditions. If 90 Swan Street currently utilises Cubitt Street Laneway for loading activities, it is likely that 90 Swan Street will benefit from the proposal with a reduction in overall loading activity expected to occur.

If 90 Swan Street does not utilise Cubitt Street Laneway for loading activity, then the proposal will have no impact on current loading activity at 90 Swan Street.

## Summary

To summarise, the proposal will consolidate four separate commercial premises into a single venue under one operator. While the expanded Richmond Club Hotel will generate its own operational demands, the consolidation of waste storage, deliveries and venue management is expected to result in a more coordinated and efficient loading arrangement than the previous condition, where each tenancy operated independently.

The projected increase in waste collections is limited to six collections per week and is primarily attributable to the introduction of separate organics and glass collection streams. In the absence of those additional sustainability-focused streams, the proposed garbage and recycling collections would reduce compared with the estimated previous arrangements.

On this basis, the proposal is not expected to result in any unreasonable intensification of loading or waste activity within the Cubitt Street laneway. Further, given the limited role of the laneway and the ability for collections and deliveries to be managed by the venue operator, the arrangement is not expected to adversely affect the safety or movement of pedestrians, cyclists, vehicles or trams along Swan Street.

Should Council consider it necessary, these arrangements could be appropriately managed through standard operational measures, such as nominating preferred collection/delivery windows and ensuring loading activity does not occur during critical pedestrian or tram operating periods.

Please do not hesitate to contact the undersigned, or Felix Wilson on (03) 9982 9731 or at [felix.wilson@onemilegrid.com.au](mailto:felix.wilson@onemilegrid.com.au), should you wish to discuss the above.

Yours sincerely



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att: updated WMP